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Maritime Security

- Agenda
 - Introduction to New Regulations
 - Background and Principals
 - Discussion on the Six Parts of the Regulations
 - Timelines/Policy Considerations



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Maritime Security

- USCG Maritime Transportation Security Act (MTSA) Final Rule Regulations Published 22 Oct 03 Goes into effect 25 Nov 03.
 - National Maritime Security Initiatives
 - Area Maritime Security
 - Vessel Security
 - Facility Security
 - Outer Continental Shelf Security
 - Automatic Identification System



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PRINCIPLES

Performance Based VS. Prescriptive



- **Flexibility**
 - State & local agency measures
 - Equivalencies
- **Alternate Security Programs**



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PRINCIPLES

Risk-Based Decision Making

- **Initial Assessment for Applicability**
- **Assessments for each Area/Vessel/Facility**
 - **Consequence/ Criticality**
 - **Threat- Probability; Capability**
 - **Vulnerability**





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REGULATIONS DETAILS

Basic Approach

- **Security Assessments and Plans**

- **Vessels**
- **Facilities**
- **Port Areas**



- **Goal is to Reduce Vulnerabilities**



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National Maritime Security Initiatives

- 33 CFR 101

- New Subchapter H in Title 33 CFR
- MTSA and International Obligations
- General Security Requirements, including
 - ❖ Alternatives/Equivalencies
 - ❖ MARSEC Levels and changes for industry
 - ❖ Communications

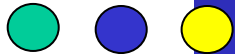


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Maritime Security Levels



Risk Based Strategy



MARSEC One “New Normalcy”

Minimum appropriate protective security measures must be maintained at all times.

MARSEC Two “Heightened Risk”

Appropriate additional protective security measures must be maintained for a period of time as a result of heightened risk of a security incident.

MARSEC Three “Incident Imminent”

Further specific protective security measures must be maintained for a period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.



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Area Maritime Security - 33 CFR 103

- **Requires Federal Maritime Security Coordinator (FMSC)**
- **Establishes Area Maritime Security (AMS) Committee**
- **Requires AMS Assessment**
- **Requires AMS Plan**





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Area Maritime Security

- Who Is Covered in a Area Maritime Security Plan

If you own or operate any vessel or facility located on or adjacent to "waters subject to the jurisdiction of the United States" you fall under AMS. However, only those vessels and facilities specified in parts 104, 105, and 106 of title 33 of the Code of Federal Regulation (CFR) are required to develop and implement security plans.



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Area Maritime Security

•What Is The Role Of The COTP

The COTP is the Federal Maritime Security Coordinator, described in the Maritime Transportation Security Act of 2002 (MTSA), for the port. Just as before the MTSA, COTPs have the authority to issue orders to control vessel movement and require additional security measures when necessary to prevent injury or damage to a vessel, waterfront facility, harbor, or port-and also to prevent or respond to acts of terrorism. These COTP actions may affect any vessel or facility near the water, including bridges and other facilities that do not have a pier or dock.



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Vessel/Facility Security 33 CFR 104/105

- Requires security assessments
- Requires security plans; must address vulnerabilities and standards
- Requires CSO/VSO/FSO
- Requires training, drills, exercises & record keeping



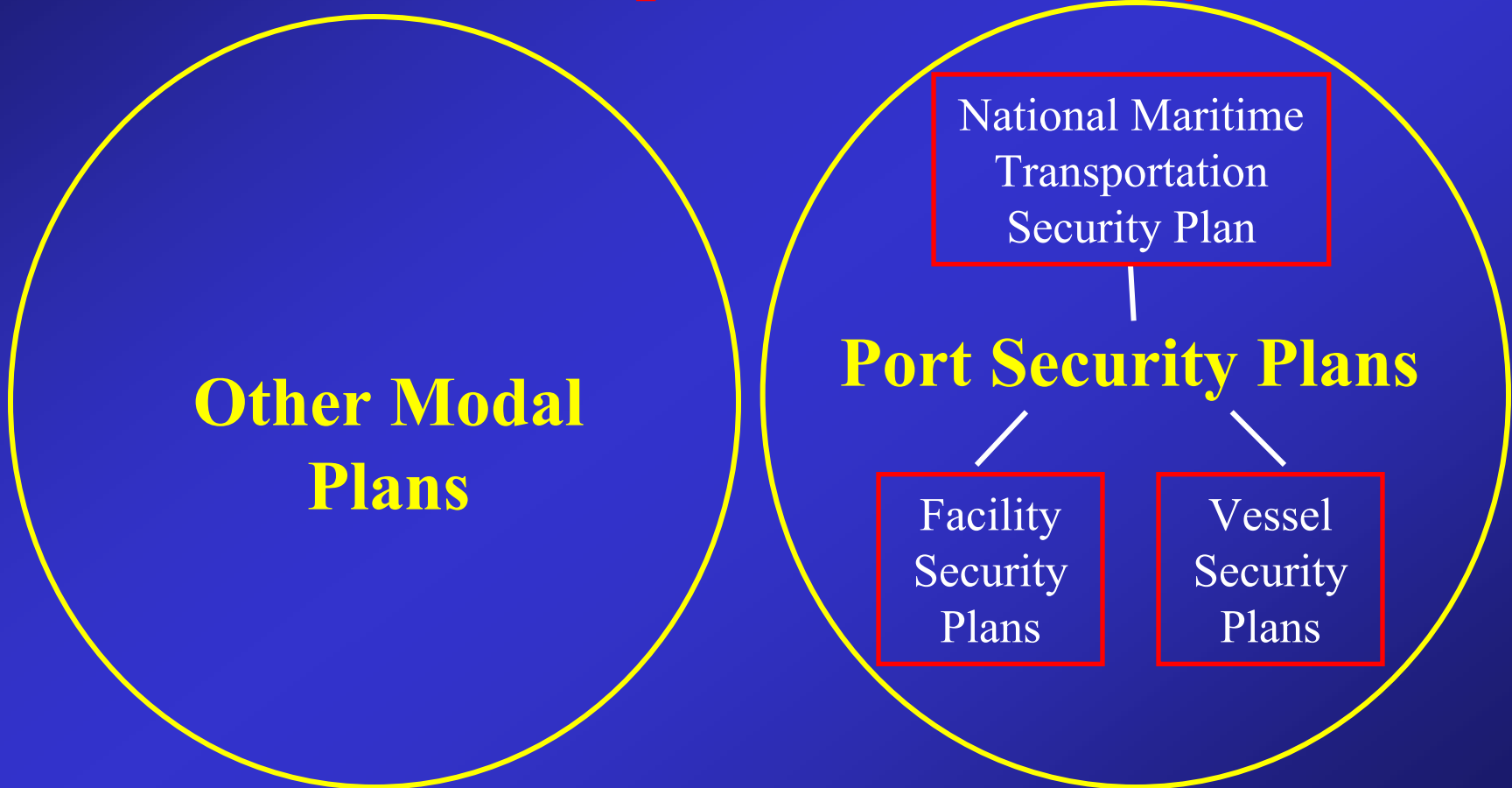


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PRINCIPLES

Homeland Security Plans

National Transportation Security Plan





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Vessel /Facility Security

•What Action do I Take If covered by this Rule

You have to conduct a Vessel/Facility Security Assessment and submit a Vessel Security Plan (VSP) or Facility Security Plan (FSP) to the Coast Guard for approval. Existing vessels need to submit a VSP or FSP by December 31, 2003. Your vessel or facility must comply with the rule's other security requirements, including the implementation of the security measures listed in your approved VSP/ FSP, by July 1 2004.



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Vessel /Facility Security

- Facility/Vessel Coordination Requirements

. Vessels and facilities will have to agree on a form called a Declaration of Security, especially at higher Maritime Security (MARSEC) Levels and for vessels carrying CDCs. The Declaration of Security assigns responsibility for all security measures.



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Offshore Security - 33 CFR 106

- Requires assessments for high risk facilities
- Requires security plans; must address vulnerabilities and standards
- Establishes CSOs/FSOs
- Establishes training, drills, exercises & record keeping

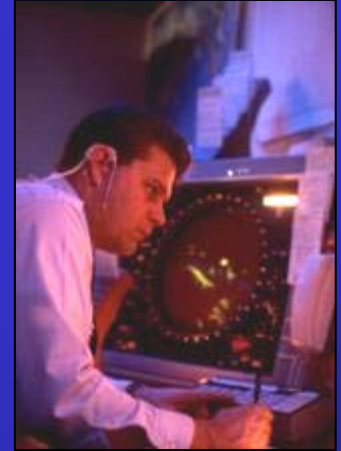




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AIS – 33 CFR 26/161/164/165

- **Adopts International Standards (IMO, ITU, IEC) for AIS**
- **Implements SOLAS schedule –31 DEC 04**
- **Establishes U.S. AIS carriage requirements**
 - **Requires AIS on commercial vessels over 65 feet and under 300 GT, on international voyage**
 - **Requires AIS on commercial VTS users (65'+; towing vsl >26')**





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KEY DATES

- **Timeline -**
 - **22 Oct 03 Final Rules Published**
 - **25 Nov 03 Final Rules in Effect**
 - **31 Dec 03 VSP/FSP due**
 - **AIS Installed by 31 Dec 04 in VTS areas**
 - **Jul 04 Enforcement Begins Worldwide**



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Plan review and approval

- All plans will be completed by the end of December 2003.
- Vessel plans Reviewed and approved by Marine Safety Center
- Facility plans reviewed and approved by local Captain of the Port.
- Port (Area) security plan approved by CG Area Commander.
- All plans will be approved by the end of July 2004.



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Conclusion

- **Reduce Risk/Maintain Navigation**
- **Timeline Critical**
- **Flexibility**
- **All Hands Operation**